

## TOLLS EXEMPTIONS MISTAKE—GOETHALS

Panama Canal Builder Says It  
Will Not Give Cheaper  
Rates.

IT AMOUNTS TO SUBSIDY

He Sends a Message Urging the  
Passage of the Repeal  
Measure.

WASHINGTON, April 24.—The feature of the hearing on the Panama Canal repeal bill today was a message from Col. Benjamin F. Tracy, former Secretary of the Navy and known as the "founder of the fighting navy," is 84 years old to-morrow. He said yesterday that he feels hale and hearty enough to volunteer in a war with Mexico.

Gen. Tracy, who was Secretary of the Navy in the Cabinet of President Harrison from 1889-93, saw every important battle except the Baltimore that took part in the Spanish-American war constructed or designed during his administration. Yesterday he sat in his law office on the twentieth floor of the United States Express Building, at 2 Rector street, and talked of the navy and war.

"The navy is comparatively more fully equipped for war to-day than it was in the Spanish-American war times," he said. "During my administration I built the first great battleships, the United States navy, the Massachusetts, the Indiana and the Oregon, and the first armored cruisers, the New York and the Brooklyn, and the first scout cruisers, the Columbia and the Minneapolis, which were the fastest ships of their day."

"It is a quarter of a century since then. In modern times all ships get out of date in fifteen or twenty years and are superseded. For the last fifteen years we have been building larger ships. England followed the ships that I built with larger ones, and other nations followed too, until we have to-day the dreadnoughts of 27,000 and 30,000 tons, whereas the Oregon of my day had only 16,200 tons."

"If I were Secretary of the Navy to-day I should advocate the building of more ships. Two a year is not enough. I am in favor of peace and opposed to war, but I am a sufficient number of nations can unite in a treaty of peace to prevent unnecessary and unreasonable conflicts among nations I am in favor of increasing our navy until it is certainly second only to that of England."

"In regard to Mexico, I think that our President has made a great mistake in not recognizing Huerta. Had he been recognized we should have had peace—no war or threat of war—at this time. But now, in the case that mistake leads to war, it is the duty of every man to stand by the Government."

**The Amount Required.**

"Bond issue to date under canal acts \$134,621,950. Interest on these approximately \$3,200,000. Annual amount to be set aside for redemption of bonds \$3,250,000. Operation and maintenance \$5,500,000. Annual payments to Panama \$250,000. Amount to be secured annually through tolls is therefore \$11,950,000."

"If additional bonds are issued these figures should be changed accordingly. To secure this amount through tolls, it is necessary to charge all shipping as indicated in report quoted."

"Established steamship companies fix rates after conference, and as they are in the business for profit will demand the highest rates the traffic will bear."

**"Will Not Give Cheaper Rates."**

"These rates will be independent of tolls. It follows that exemptions from tolls will not give cheaper rates from coast to coast to either shipper or receiver, but will increase profits to shipping companies."

"The same is applicable to rates from interior points to either coast. Agreements will be made between railroads and ships for through rates and water rates, same as at present and rates divided between two interests as per agreement. Again, exempted tolls will not give lower rates to shipper or receiver. Therefore free tolls to vessels engaged in coastwise trade result in a subsidy to a class of shipping already fully protected and not in need of subsidy."

"I do not believe in exemption of tolls for coastwise trade, first because this amounts to a subsidy to a class of shipping and will benefit stockholders and not shippers; second, because the canal will need all revenue it can get to pay its current expenses and indebtedness."

**The Witnesses Heard.**

Among the witnesses heard to-day were W. H. Randall, a ship owner of Boston, and Henry J. Allen, Progressive candidate for Governor of Kansas and editor of the *Whittier Beacon*.

Mr. Randall, who is connected with the Emory Steamship Company and the Shawmut Company, told the committee that his firm had let contracts for the building of two coastwise steamers to cost about \$600,000, with the understanding that tolls on coastwise shipping were to be exempted.

Since the repeal of the tolls exemption law had been foreshadowed his company had suspended work on the vessels. He declared that other companies were in actually the same position.

He admitted that his company would ultimately complete the construction of the vessels, but they would not be put into the coastwise trade. He explained that the United States companies could not compete successfully with the British vessels in transporting lumber from the Pacific coast to the Atlantic ports.

He estimated that British ships loading lumber at Vancouver could bring it through the canal at an additional advantage of \$3 per thousand feet over the American coastwise vessels.

**INQUIRY INTO TWO RAILROADS.**

House Committee Acts on Pere Marquette and Rock Island.

WASHINGTON, April 24.—A resolution was adopted to-day by the House Committee on Interstate Commerce regarding the Interstate Commerce Commission to give preference to an inquiry into the physical valuation of the properties controlled by the Pere Marquette and Rock Island railroads.

Some weeks ago resolutions were offered directing the commission to make an investigation of the financial affairs of the roads. The committee did not care to ask the House to burden the commission with such investigation at this time.

The action to-day is merely an expression of a wish by the committee that the commission in valuing the physical property of railroads shall at an early date begin this work on the Rock Island and Pere Marquette systems. It is the belief that such inquiries will be productive of practically the same results as were contemplated by the resolutions of inquiry offered.

**MOISANT OFFERS MONOPLANES.**

Tenders Two, Built for Carranza, to War Department.

Alfred J. Moisant, head of the Moisant International aviators, has offered the two 80 horse-power monoplanes built for Gen. Carranza, to the United States War Department. He telephoned Col. Samuel Reber of the Army Aviation Corps at Washington yesterday and offered the machines for use in the operations against Mexico.

Col. Reber said there was no money to buy machines now, but that he would take the matter under consideration. The machines carry two passengers each and are especially designed as scouting machines. They were to have been shipped to Gen. Carranza the middle of this week.

Mr. Moisant denied the rumor last night that the War Department had ordered him not to ship the machines to Mexico.

**TAPT HEADS NEGRO SCHOOL.**

He Is Elected President of Hampton Institute.

NORFOLK, Va., April 24.—Ex-President Tapt was today elected president of Hampton Institute to succeed the late Robert C. Ogden, who served in a like capacity for many years.

Mr. Tapt will not assume the duties of president of the Institute in the sense that presidents of other colleges do. He will be chairman of the board of trustees and will direct the affairs of the institution.

Mr. Tapt presented diplomas and certificates to students today at the Institute and declared in an address that the Negro should use the economic freedom and work along industrial lines.

## GEN. TRACY 84 TO-MORROW.

Ex-Secretary of Navy Says Huerta Should Have Been Recognized.

Gen. Benjamin F. Tracy, former Secretary of the Navy and known as the "founder of the fighting navy," is 84 years old to-morrow. He said yesterday that he feels hale and hearty enough to volunteer in a war with Mexico.

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**SAYS HE'S SENATOR'S SON.**

Man Waiting Sentence on Bogus Check Conviction Sent to Elmina.

Robert E. Thomas, 27, who says he is a son of United States Senator Thomas of North Carolina, was sent to Elmina Reformatory by Judge Rosalesky in General Sessions Court yesterday, having pleaded guilty to being one of a band whose business was to cash bogus checks. He had been arrested with two other men, one being Charles Fisher, who has a record of six convictions for forgery. He is to be sentenced next week.

Dr. John W. Doyle of 332 East Twenty-eighth street, who was arrested with the other two men, was discharged because of insufficient evidence. Doyle, who is said to have served one term in prison, is known as "Jim the Penman," according to Assistant District Attorney McCormack.

**BOYS WOULD BE BANDITS.**

Head Planning Western Trip—Had Stolen Jewelry When Arrested.

Three boys were arrested by Police-Lane as they were leaving a Fourteenth street ferryboat in Hoboken last night. A passenger had heard them discuss plans for a trip West to become bandits. Jewelry valued at \$400 was found in their possession.

The boys described themselves as Daniel Sullivan, 11 years old, 189 West End avenue; William Nolan, 12, 364 Third avenue; and Brewer Lee, 12, 256 West Sixty-eighth street.

The jewelry was taken from the home of Henry Minia Dennis, at 435 West Twenty-fourth street, New York city, the police say.

**DR. WILFRED T. GRENFELL HERE.**

On Way to Canada to Request Reindeer Preserve.

Dr. Wilfred T. Grenfell, the Labrador medical missionary, arrived with Mrs. Grenfell on the *Mauretania* yesterday. He is on his way to Ottawa to request the Canadian Parliament to establish a reindeer preserve in Labrador for purposes of food supply.

Chin Lin Woo, formerly of the Chinese legation at Paris and Tokyo and now Charge d'Affaires of the legation at Lima, Peru, arrived with his family on his way to Lima. He will leave this morning on the Royal Mail steamship *Oruba* for Colon.

Mr. Woo greeted interviewers cordially, but all that he had to say to them was "Yes, yes, yes."

**MAY BUY NAVAL HERO'S HOME.**

D. A. R. to Preserve Cottage in Which John Paul Jones Lived.

WASHINGTON, April 24.—A resolution was offered to-day in the D. A. R. congress to secure and preserve the former home of John Paul Jones. It is the cottage of Wiley Jones, who raised John Paul and whose name the sea fighter took. It is in Halifax, N. C., and can be purchased. A report was made by Mrs. Edward Gregory of North Carolina, who urged the daughters to act quickly and obtain possession.

**A REMEDY FOR ALCOHOLISM**

Managers are anxious to assist employees in forming good habits. Read one of a number of letters received at 41 East 42nd St. Permission to print same was secured from the writer.

"As the general manager of this company I find a number of good mechanics and others whose only fault is intemperance. They are either steady drinkers or periodical drinkers. I would be pleased indeed through your kind offices to try the Normyl Remedy on some of them."

The Rev. Percy Stuckey Grant, Honorary Secretary of the Normyl Temperance Association, who is enthusiastic in his efforts to assist men and women anxious to stop drinking, replied:

"We are glad to be able to tell you that the record of a year's administration of the Normyl Remedy in this country shows splendid results in the reformation of men addicted to alcoholism. We ask from either the steady or periodical drinker a degree of co-operation, an assurance that they wish to be cured and that they will take the remedy exactly as it is prescribed. The Normyl Remedy does not require a man to stop work or to go to a sanitarium. It is very simple in its administration. It builds up from the start, creates no stomach derangement, soothes the nerves and acts as a general tonic. In a word, it makes a normal man of the drunkard, and that is the reason it is called a Normyl Remedy. We would be pleased to supply the remedy to each of these in your employ on whom you say you would like to try it."

*Percy Stuckey Grant*

The Remedy costs \$25. Send check to 41 East 42nd street and the handy little case containing 24 bottles—one for each day—will be sent at once, delivery charge prepaid. All correspondence handled with secrecy. If you want to quit or if you have a friend who wants to eliminate the alcoholic features of his life—write—

**NORMYL TEMPERANCE ASSOCIATION**  
41 East 42nd Street - - - New York City

## ROOT TURNS SHARPLY ON HIS TOLLS CRITICS

He Protests Against Abuse and  
Defends Carnegie Peace  
Foundation.

IS ACTING PATRIOTICALLY

Warm Debate in Senate as  
Result of Reading Letter From  
Bainbridge Colby.

WASHINGTON, April 24.—A vigorous protest from Senator George Sutherland of Washington halted the clerk of the Senate to-day in the midst of reading a letter written by Bainbridge Colby, the Bull Moose of New York, attacking Senator Root and other advocates of the repeal of the Panama Canal tolls exemption clause.

The letter had been mailed to Senators and Representatives and newspaper correspondents. As a result of Senator Sutherland's protest there was a spirited debate in the Senate in the course of which Senator Root answered for the first time the charges that have been made against the Carnegie Peace Foundation, of which he is president, as being a British organization.

The Colby letter was sent out on the stationery of the "Committee for the Preservation of American Rights in the Panama Canal."

**The Reference to Mr. Root.**

The offensive reference in the letter to Senator Root was:

"We find Senator Root with vulpine logic and tenacious reasoning trying to deprive his country of the benefit and to substitute for the sovereignty, so clearly granted, a wobbly lawyer made trustee-ship. Was ever such a spectacle seen before?"

"President Wilson and Secretary Bryan, smarting under the charge that they have dragged their party into a betrayal of its platform, retort that the plank in favor of an exemption from tolls payment of our coastwise shipping was furtively slipped into the platform and is nothing but a successful imposture."

"Under the captivating pretence of burnishing our honor by a splendid renunciation, the forces of monopoly under Root's experienced guidance, hope to turn rout into victory by snatching from the people control of this great waterway, the only effective means yet devised for beating down this invincible railroad monopoly. Senator Root's speech was only a motion for rearrangement on behalf of a defeated litigant."

After Senator Sutherland had halted the clerk, Senator Root himself said he had never at any time received any communications, written or verbal, direct or indirect, regarding the tolls from anybody connected with the management of any railroad.

"I believe," he said, "that the course of conduct upon which our country has embarked unless checked would dishonor the name of the United States."

**Defends the Foundation.**

"There is a group of Americans who entertain the same feeling that I entertain, and the President entertains upon this subject. Right or wrong, we may all be wrong or we may be right. We feel alike, we think alike upon this question."

"The Senator from Washington (Poinsett) has referred to that group. They have been brought together fortuitously to act as the trustees of a fund to be devoted to promoting the cause to which we all profess to be devoted—the cause of peace and good will throughout the world. Who are they?"

Senator Root then called the roll of the trustees of the Carnegie Peace Foundation, naming Charles Eliot, Joseph H. Choate, Andrew D. White, ex-Governor of New York, John Sharp Williams, Representative of Virginia, Samuel Mather of Ohio and others.

"Have we," he continued, "come to such a pass of official restriction upon American freedom that these men are to be criticized and condemned because, holding opinions and convictions upon a matter affecting the vital interests and the good name of their country, they put in writing and print a statement of their opinion and spread it broadcast among their countrymen?"

"I protest against righteous action—righteous whether they were right or wrong; righteous because they were performing the high duty of American citizenship in a free republic—being made the subject of criticism and condemnation in this body of representatives of a free democracy."

**VOLUNTEER BILL IS ADOPTED.**

Call for Men Expected When War Is Declared.

WASHINGTON, April 24.—The Senate and House promptly agreed to the conference report on the volunteer army bill to-day. The measure will go to the President for his signature tonight or to-morrow. It is expected that the President will issue his call for volunteers as soon as war is declared.

## GRAND JURY HEARS BENSEL.

Gets Statement From Him After He Waives Immunity.

ALBANY, April 24.—State Engineer John A. Bensel after waiving immunity appeared before the Albany county Grand Jury to-day and made a statement relative to the evidence turned over to this jury by State Investigator James W. Osborne, who seeks to indict the members of the former Highways Commission on the ground that they neglected their duties.

State Engineer Bensel, who was a member of the former Highways Commission, was charged by Osborne with delegating his powers as a commissioner to the first deputy, Charles F. Foley. The other members were charged with the same offense.

While the evidence before the Albany county Grand Jury relates to highways generally the chief point which the jury is considering is whether or not the members of the former commission are guilty of neglect of duty in permitting Foley to execute 318 repair contracts, involving about \$3,000,000, and afterward approving them.

Mr. Bensel will probably not be indicted as a result of his statement.

**Olive Fremstad Ill; No Farewell.**

Olive Fremstad, who was to have made her final appearance as a member of the Metropolitan Opera Company at the concert to-morrow night, will be unable to appear. She is suffering from a cold, it is said, and her physician has advised her not to sing. Marie Rappold will take her place.

## NEW AIR LOOPER EAGER TO SERVE IN MEXICO

Niles, in Novel Aeroplane  
Feats, Makes Other  
Aviators Gasp.

Charles F. Niles, the new upside down man, looped the loop again at Hempstead yesterday. He was so close to the aerodrome that there was no mistaking the fact that it was a clean cut loop. Niles is practicing at Hempstead for exhibition flights this summer, and expects to do the loop within 100 feet of the ground when he gets his new 80 horse power monoplane next month.

He was 3,000 feet in the air when he looped a week ago. Yesterday he did the loop 1,500 feet from the ground and finished off the loop with a side roll, wing over wing, several hundred feet nearer the score of aviation fans who stood in front of the hangars. He also made a letter S vertically in midair and flew several hundred feet head down, with nothing but the leather shoulder straps to hold him in the machine.

Niles is planning to take a picture of himself with his head toward the earth on his next upside down flight. A camera will be fastened on top of one of the wings with a string attachment so that Niles can operate it when flying upside down.

Niles wants to go to Mexico. He will give up his summer flying plans and volunteer if the present situation develops

into a war. He says he is not afraid of the treacherous wind currents, and is willing to fly his machine almost anywhere. Niles has demonstrated that a machine can be righted no matter in what position the wind blows it. He is afraid of nothing so long as his planes hold together.

Capt. F. C. Creagh-Osborn, superintendent of compasses for the British navy, will come to Newfoundland to adjust the compass on the Rodman Vahamaker transatlantic liner before Lieut. John C. Porte starts the over ocean flight this summer. Lieut. Porte and Capt. Creagh-Osborn have both been in communication with Elmer A. Sperry regarding a drift indicator recently invented by Mr. Sperry. This instrument weighs three pounds and may be installed in the Wanamaker machine.

**STEVENS BLOWN OVER SOUND.**

Ballooning Ascends From New Rochelle and Has a Circular Journey.

New ROCHELLE, April 24.—A Leo Stevens, the aeronaut, floated out over Long Island Sound after an ascension here at 4 o'clock this afternoon with a passenger. He made the ascension for a moving picture concern in a small spherical balloon filled with hydrogen gas. He and his passenger circled around over New Rochelle and finally disappeared over the sound.

ROCKVILLE, L. I., April 24.—A Leo Stevens landed with a passenger in a spherical balloon on the Burquist farm, between this place and Glenfield, at 7:15 P. M. They were picked up by an automobile and brought into Rockville. Mr. Stevens said they had been 10,000 feet in the air and had been blown in circles for more than seventy-five miles.

## SOME RATE INCREASES ARE PROBABLE SOON

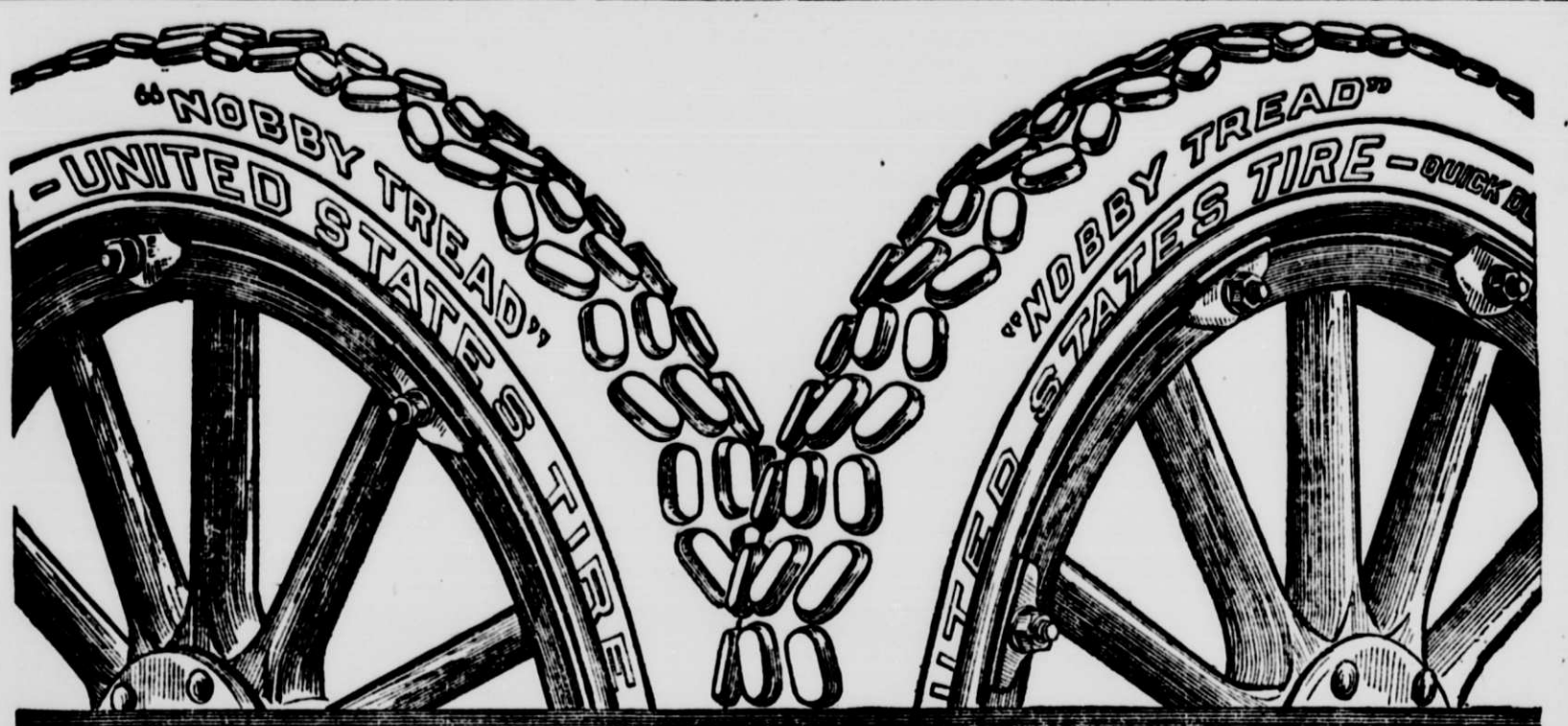
Decisions Expected If Commission Agrees Higher Tariffs Are Deserved.

WASHINGTON, April 24.—If the Interstate Commerce Commission holds that the present revenues of the railroads are inadequate the carriers will get partial relief without delay. This statement was made on excellent authority to-day.

It was said that the Interstate Commerce Commission after the argument which will begin on Monday will be ready to dispose of a large percentage of the requests for proposed increases provided it is decided that the railroads must have increased freight rates.

The commission has decided to devote Monday, Tuesday and Wednesday to hearing arguments on the advance rate case. Representatives of the carriers here are pleased at the prospect of at least a partial decision in final form.

It is understood that the commission will eliminate from its consideration for the present the proposals for freight increases on such commodities as bituminous coal, lumber and other heavy materials in addition to certain class rates. It will take up later the question of free lighters and other free service rendered by the railroads.



# Punctures 90% Less

Investigations prove that with "Nobby Tread" Tires punctures are 90% less than with the average tire.

The big, thick "nobs" on "Nobby Tread" Tires stand out so far from the shoe that nails, glass, sharp stones, etc., hardly ever reach the shoe.

Study the "nobs," their size, their thickness, and the way they are placed, and you will understand why.

And remember this—you have got to wear out these big, thick, tough "nobs" before you even start to wear out the extra strong tire underneath—that is one reason why experts call "Nobby Treads"

# Two Tires in One

The original wear-resisting quality, the quantity of rubber, the methods of construction—all have been rigidly maintained in "Nobby Tread" Tires, and maintained regardless of cost and regardless of price competition.

"Nobby Tread" Tires are the largest selling high-grade anti-skid tires in the world, and they are REAL anti-skid Tires.

Based upon their remarkable mileage records

# "Nobby Tread" Tires

are now sold under our regular warranty—perfect workmanship and material—BUT any adjustments are on a basis of

# 5,000 Miles

Thousands upon thousands of veteran motorists now use "Nobby Tread" Tires on their front and rear wheels through all seasons, because they are such phenomenal mileage tires and real anti-skid tires.

**United States Tire Company**

NOTE: THIS—Dealers who sell UNITED STATES TIRES sell the best of everything.